

## Message Text

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42

ACTION NEA-12

INFO OCT-01 EUR-25 ISO-00 NEAE-00 SSO-00 NSCE-00 USIE-00

INRE-00 CIAE-00 DODE-00 PM-07 H-03 INR-10 L-03

NSAE-00 NSC-07 PA-04 RSC-01 PRS-01 SPC-03 SS-20 SY-10

USSH-00 SCCT-02 DOTE-00 DRC-01 CAB-09 COME-00 EB-11

/130 W

----- 020748

O R 071307Z MAR 74

FM AMEMBASSY PARIS

TO SECSTATE WASHDC IMMEDIATE 7349

FAA WASHDC IMMEDIATE

INFO AMEMBASSY ANKARA

AMEMBASSY BRUSSELS IMMEDIATE

AMCONSUL ISTANBUL

UNCLAS PARIS 5747

BRUSSELS FOR FAA

E.O. 11652: N/A

TAGS: ETRN, FR, TU

SUBJECT: CIVAIR: TURKISH AIRLINES CRASH

REF: PARIS 5619

1. FRANCE-SOIR EVENING EDITION MARCH 6 REPORTED THAT INVESTIGATORS INTO CRASH OF TURKISH AIRLINES DC-10 ARE NOW EXPLORING NEW HYPOTHESIS, NAMELY, THAT POORLY LATCHED CARGO DOOR MAY HAVE BEEN AT ORIGIN OF CRASH. FRANCE-SOIR ADDS THAT LOSS OF CARGO DOOR COULD HAVE RESULTED FROM DECOMPRESSION WITHIN BAGGAGE HOLD OF AIRCRAFT OR, INVERSELY, LOSS OF DOOR COULD HAVE CAUSED SUDDEN DEPRESSORIZATION. UNIDENTIFIED PILOT INTERVIEWED BY FRANCE-SOIR IS QUOTED AS SAYING THAT SUDDEN DEPRESSURIZATION OF BAGGAGE HOLD  
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CAUSING COLLAPSE OF FLOORING IN REAR PASSENGER

COMPARTMENT OF AIRCRAFT WAS NOT A FAR-FETCHED  
HYPOTHESIS, ESPECIALLY IF ONE RECALLS PRECEDENT  
OF DC-10 ACCIDENT AT DETROIT.

2. LE FIGARO MORNING EDITION MARCH 7 CAPTIONS  
ITS ARTICLE ON CRASH WITH DIRECT QUOTE ATTRIBUTED  
TO RENE LEMAIRE, HEAD OF GOF INVESTIGATION:  
"THE UNLATCHING (DEVERROUILLAGE) OF THE DOOR TO  
THE BAGGAGE HOLD WAS THE PROBABLE CAUSE OF THE  
ACCIDENT." HOWEVER, AS OFTEN OCCURS WITH FRENCH  
PRESS, THE QUOTE IN THE TITLE IS NOWHERE TO BE  
FOUND IN BODY OF THE ARTICLE, WHICH IS BIT  
MORE GUARDED THOUGH DOOR HYPOTHESIS IS DISCUSSED  
AT LENGTH. ARTICLE IS BASED ON INTERVIEW WITH LEMAIRE.  
AFTER DESCRIBING IN BRIEF DETAIL SUCCESSIVE OPERATIONS  
FOR SECURING DOOR AND VERIFYING OPERATION FROM  
COCKPIT ARTICLE STATES (NO DIRECT QUOTE OR EVEN ATTRIBUTION TO  
LEMAIRE EXCEPT BY OBVIOUS IMPLICATION): "THE FAULT OF THE SYSTEM  
IS ITS VERY COMPLEXITY WHICH COULD LEAD TO A DEFECT,  
TO ERRORS."

3. LEMAIRE IS REPORTED AS SAYING THAT INVESTIGATORS  
ARE NOT RULING OUT ANY HYPOTHESIS AS TO POSSIBLE  
CAUSE OF CRASH, THOUGH HE REPEATED OPINION STATED  
PREVIOUSLY ON TV (REFTEL) THAT EXPLOSION  
WITHIN BAGGAGE HOLD WAS NOT CONSIDERED VERY LIKELY.  
ARTICLE GOES ON TO NOTE THAT EVEN SMALL DIFFERENCE  
IN PRESSURE COULD HAVE SUFFICED TO BLOW OUT DOOR  
OF BAGGAGE HOLD, WITH RESULTANT DEPRESSURIZATION  
CAUSING COLLAPSE OF CABIN FLOORING AND SEVERING OF  
CONTROLS. LEMAIRE SAID THAT CARGO DOOR AND OTHER  
DEBRIS FOUND FIFTEEN KILOMETERS SHORT OF CRASH  
SITE WAS WHAT WAS MOST IMPORTANT TO THE INVESTIGATION.  
ARTICLE CONCLUDES THAT WHILE INVESTIGATORS SEEM TO HAVE ONE  
CLUE, NEW DEVELOPMENTS COULD OCCUR AND IT WAS THEREFORE  
DIFFICULT TO PREDICT HOW LONG THE INVESTIGATION OF THE CRASH  
WOULD TAKE.

4. MARCH 6 ISSUE OF INTERNATIONAL HERALD TRIBUNE CARRIES  
UPI STORY REPORTING FRENCH PILOTS AS BEING  
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OF BELIEF THAT SUDDEN DEPRESSURIZATION WAS CAUSE OF  
CRASH, BUT ARTICLE NOTES THERE IS NO INDICATION  
YET WHETHER AN EXPLOSION OR STRUCTURAL WEAKNESS  
DISLOCATED THE DOOR. IHT, LIKE LE FIGARO AND  
L'AUREORE, REPORT FAA AND DOUGLAS DIRECTIVES INSTRUCTING  
OPERATORS TO TAKE SPECIAL PRECAUTIONS TO ENSURE SECURE  
LATCHING OF DC-10 CARGO DOORS.

5. LE FIGARO ARTICLE FURTHER STATES THAT FLIGHT  
RECORDER IS BEING SENT TO DOUGLAS PLANT IN CALIFORNIA  
FOR READ-OUT FOR PURPOSES OF THE INVESTIGATION.  
FINDING OF COCKPIT VOICE RECORDER YESTERDAY AT  
CRASH SITE IS ALSO REPORTED.

6. COMMENT: EMBASSY WISHES STRESS THAT FOREGOING  
AS WELL AS EARLIER REPORTING ON FRENCH PRESS COVERAGE  
OF ACCIDENT INVESTIGATION IS INTENDED MERELY TO KEEP  
ADDRESSEES INFORMED OF COMMENT IN FRENCH MEDIA AND IS INDEPENDENT  
OF OFFICIAL GOF INVESTIGATION THAT IS PROGRESSING WITH  
USG. PARTICIPATION.  
STONE

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## Message Attributes

**Automatic Decaptioning:** X  
**Capture Date:** 01 JAN 1994  
**Channel Indicators:** n/a  
**Current Classification:** UNCLASSIFIED  
**Concepts:** PRESS COMMENTS, AIRCRAFT ACCIDENTS  
**Control Number:** n/a  
**Copy:** SINGLE  
**Draft Date:** 07 MAR 1974  
**Decaption Date:** 01 JAN 1960  
**Decaption Note:**  
**Disposition Action:** n/a  
**Disposition Approved on Date:**  
**Disposition Authority:** n/a  
**Disposition Case Number:** n/a  
**Disposition Comment:**  
**Disposition Date:** 01 JAN 1960  
**Disposition Event:**  
**Disposition History:** n/a  
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**Executive Order:** N/A  
**Errors:** N/A  
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**TAGS:** ETRN, FR, TU, TURKISH AIRLINES  
**To:** STATE FAA  
**Type:** TE  
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